6: Kirchhoff--27 U-4 (no date) 1895 Formosans
501

The only better known river system is that of the Tam-sui, as Europeans say (in Chinese it is called Tan-tschui-ki, "Stream of Fresh Water"). It arises from the junction of the Tokoham and Sintiam Rivers and below this is navigable for larger junks; on the right it also receives the Ki-lung River, which has its source at the Ki-lung-schan and, in spite of its numerous rapids, is traveled on by curious boats with quite flat bottoms that are 10 m. long and 2 m. wide.

6: Kirchhoff--34 [3] U-4 (no date) 1895 Formosans
116, 501, 505

Although recently steamers have greatly limited the use of junks in Formosan commerce also, nevertheless the junks are able to maintain themselves against this superior competition for two reasons: the keelless junks of shallow draught are more easily able to enter and to leave the shallow harbors of Formosa, while on the other hand, in view of their smaller crews and the smaller cargo required, they can wait to load in the harbor without great expense. When the wind is favorable, the junks can cover the distance between Formosa and Fo-kiĕn or Ning-po in a surprisingly short time. The little junks of between 10 and 25 tons are also able to travel over very shallow regions of the coastal waters, and suspend service only in the most stormy winter periods. They are absolutely indispensable for transporting goods from the various coastal regions and from the interior of the island, by water, to the four large treaty ports.

6: Kirchhoff--36 [3] U-4 (no date) 1895 Formosans
116, 133, 491, 493, 501

A much used road leads from Tam-sui to the most important port of Ki-lung. Although it is hardly half the distance as the crow flies, one travels 52 km. up the winding Ki-lung River on the flat-bottomed boats mentioned above (as in the Philippines the natives call them banka) manned by two rowers who are helped by a third for the stretch with rapids. A number of small localities border the river, whose lower course is so shallow that the rising of the tide in it can be distinctly seen. But then follows a series of rapids in the mountainous region. Travel by boat ceases where the river comes to within 5 km. of Ki-lung Port; one transfers to the sedan-chair used in Formosa, where there are no carriages, and via a pass 200 m. high one goes down the steep mountainside facing the sea to the ... bay with its coal-bearing surroundings. Here, by way of exception, the entry into this natural harbor is without danger even for ships of greater draught, in spite of its being hemmed in by coral reefs, and the protection against storms in this bay amidst mountains is almost complete on all sides. Nevertheless no steamer can reach the town of Ki-lung, for the shore in front of this locality, which is situated at the back of the bay, is extremely soft, forming a morass at low tide traversed only by a narrow channel leading from the anchoring place. This softening is steadily increasing, for here as in the other Formosan ports the Chinese Government is doing nothing to prevent the junks' evil practise of dumping their ballast right in the anchorage.

7: Joest--56 [3] E-5 (no date) 1882 Formosans
116, 501

The catamarans used for landing at Amping consist of 12 bamboo poles tied together; a board is inserted in the center to take the place of a keel. The passenger sits in a Chinese bathtub which is lashed to the float; strips of canvas are packed around him and he holds on to a rope which is attached to the aft end of the float in case the float turns over. One Chinese sailor stands on the fore end, one on the aft end of the float, their oars crossed. The float is so light that it is tossed by the surf over the sandbank to the coast.

9: Yamasaki--227 N-5 (1896-1897) 1900 Formosans
116, 133, 501

Farther to the north [MC: of Takao] the level coast has many dunes. The large town of Tainan also stands on an old dune. The sea bottom of the corresponding harbor, Anping, is not deep, as is usual in this region, so that wide stretches of the coast are dry at low tide. The large ships anchor 4 km. distant from the wharf and the bamboo rafts peculiar to South Taiwan, and called Katamaran or Teppai, provide for communication between the ships and the land. In addition, the harbor is quite open to the sea: consequently all landing is sometimes suspended at the time of the southwest monsoon. But since, nevertheless, it lies in the neighborhood of the large town and the fertile plain, its commerce has come to occupy the first place in southern Taiwan. This region was known to Europeans from early times.

9: Yamasaki--228 N-5 (1896-1897) 1900 Formosans
501

Only in the lower course of the Shūkoran-kei is some deep water to be found, on which there travel to and fro the curious little boats that can be carried on land by one adult.

9: Yamasaki--231 [3] N-5 (1896-1897) 1900 Formosans
116, 137, 313, 342, 501

As the name of Formosa shows, we find all over the island very heavy tropical vegetation.

Bamboo. This grows everywhere on inhabited plains and hills. The useful species become much thicker and larger than in Japan. It is used for many purposes. In the mountains the inhabitants build their huts of it, and in South Taiwan the fishermen build of it their boats and Teppai or Takamalan. These latter are curious sailing boats with raft-like bottoms of bamboo stems laid beside each other.

42: Schetelig--385-386 T-2 (no date) 1868 Formosans
116, 501, 503

The river system of the northern part of the island of Formosa has been put to most excellent use by the Chinese, so distinguished for their skill in canal building and irrigation. From Tamsui, in the conveniently fitted up river boats, the so-called rapid boats, one can easily make a whole day's journey into the interior in three directions: 1) on the so-called Kilung Canal to within half an hour of the town of Kilung; 2) on the Tamsui River, properly speaking, upstream to the southeast and 3) on the [386] southern arm region of the western slopes of the large Central Range.

42: Schetelig--386 T-2 (no date) 1868 Formosans
116, 135, 501, 505

I decided to visit Kilung first. On the journey thither by water we saw the now celebrated sulphur springs in the so-called Hell Valley. In addition to the plentiful sulphur springs, they have high pressure water vapor impregnated with SH, and also bring up a mass of clay similar to the contents of the mud volcanoes. From this the Chinese obtain large quantities of sulphur by simply boiling it off. The surroundings of the river become ever more beautiful once one has left the broader part of the lower Tamsui course and has passed through the so-called Manka Plain (Manka is the name of the chief town of the district of Tamsui-Ting). Gently rising and luxuriantly coated clay schist hills come down almost to the river bed, while in the distance picturesquely grouped and precipitous sandstone mountains offer a varied picture to the eye. But soon hard work is called for, for the rapids, which now occur in great numbers, can be passed only with difficulty and our crew stand up to their shoulders in water to shove the loaded vessel over the pebbles, while the traveler must also quite frequently jump out in order to lighten the boat and to help. Other boats sweep down past us at a great speed for the most part laden with hemp, indigo, potatoes or coal. On the seaward journey the force of the water does all that is necessary, and the skillful Chinese has equipped the boat only with a rudder at the back and, remarkably enough, in front also, in order to steer round the rocks without danger. Before coming to Kilung one crosses the watershed, a small height of some 200 to 300 feet, which sinks sharply towards Kilung and the sea.